



## I. INTRODUCTION

The Section 100: I-95, I-895(N) Split to North of MD 43 (hereinafter referred to as Section 100) project is one of four independent projects identified in the *I-95 Master Plan, I-895 Split(N) to the Delaware State Line* (hereinafter referred to as the I-95 Master Plan), which was adopted by the Maryland Transportation Authority (Authority) in April 2003. The approximately nine-mile long Section 100 study area is located in Baltimore City and Baltimore County, Maryland, and extends north along I-95 from south of the I-895(N) split to the New Forge Road overpass.

The Authority has followed “Maryland’s Streamlined Environmental and Regulatory Process” for guidance to achieve the timely and efficient identification, evaluation and resolution of environmental and regulatory issues related to the Section 100 project. On May 28, 2004, the Federal Highway Administration (FHWA) and the Maryland Transportation Authority issued the Environmental Assessment (EA) document for the Section 100 project. On June 29, 2004, a Public Hearing was held to present the findings in the EA and to receive public comment. On September 21, 2004, the Authority selected the Managed Lanes Alternate (Alternate 3) as its Preferred Alternate. On January 17, 2005, the Preferred Alternate Conceptual Mitigation (PACM) Package was submitted to the FHWA, the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA). Following issuance of the PACM, MdTA selected Express Toll Lanes (ETLs) as the management strategy for Section 100 and requested FHWA approval of the Managed Lanes Alternate with an ETL management strategy (hereafter referred to as managed lanes (with ETLs)).

This Finding of No Significant Impact (FONSI) has been prepared in accordance with the National Environmental Policy Act (NEPA) to document and support FHWA’s determination that the Preferred Alternate would not have a significant effect on the human and natural environment. Based upon this determination, an environmental impact statement is not required for this project. In addition, the FONSI describes the process that FHWA and the Authority undertook to select Alternate 3- Managed Lanes (with ETLs) as the Preferred Alternate. The FONSI is based on the detailed analysis of environmental impacts documented in the EA, as well as the other reports and studies, agency correspondence, and public input that were prepared or received during the NEPA study.